Ex.giatia assistance to sterilisation victims

736. SHRI PRAMOD MAHAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) Whether Government of Maharashtra have requested the Government of India to enhance the amount of ex-gratia assistance to be paid to the legal heir in case of death of a person accepting sterilisation; and

(b) if so, what are the details thereof and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE); (a) and (b) Government of Maharashtra has requested for increase of amount of ex-gratia financial assistance from Rs. 10,0007- to 30,000 to the legal heirs of the acceptors of sterilisation|IUD who die as a result of these operations. The matter is under consideration of the Government of India.

Crash involving IAF Aircraft|Helicopters

737. SHRI PRAMOD MAHAJAN: Will the Minister of DEFENCE be pleased to state:

(a) what is the number of IAF aircraft ami helicopters crashed during the last three years, the year-wise figures;

(b) what are the reasons for such crashes; and

(c) what steps Government are taking to prevent these accidents?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANT PANTGRAHT): (a) This information ig of classified nature and cannot be diclosed in the public interest.

(b) There are three main reasons: (i) technical failure/defects, (ii) human error, and (iii) bird strikes.

(c) A statement is annexed. *(See below).*

Statement

A number of steps have been takem to reduce these accidents, which is an o«i-going process. Every accident is thoroughly investigated by a Court of Inquiry consisting of specialists from IAF, Ministry of Defence and representatives of the manufacturers. Based on their findings and recommendations necessary remedial action is taken wherever called for. In addition, the steps taken to reduce accidents due to human error, technical defect and bird strike are given below:—

Human Error

(i) The training pattern has been modified and a new syllabi has been introduced with emphasis on advanced operational training exercises.

(ii) The training syllabi have been reviewed in depth to ensure that junior pilots are introduced to high work load| high risk exercise in a progressive/regulated manner. Standards for each phase of training have been set and are being monitored.

(iii) Radio and Navigational aids are being given particular attention. Mandatory requirement of essential aids at airfields has been defined.

(iv) Appropriate instructions have been issued to ensure that medical factors like aircrew fatigue and hypoglycemia do not contribute to accidents.

(v) Instrument flying training and night flying training have been reviewed to meet operational requirements by day and night.

(vi) Setting and quantification of flying training standards in flying training establishments have been established.

(vii) A system of monitoring training standards and standards of Qualified Flying Instructors has been introduced.